GEOGRAPHIC NEWS BULLETINS

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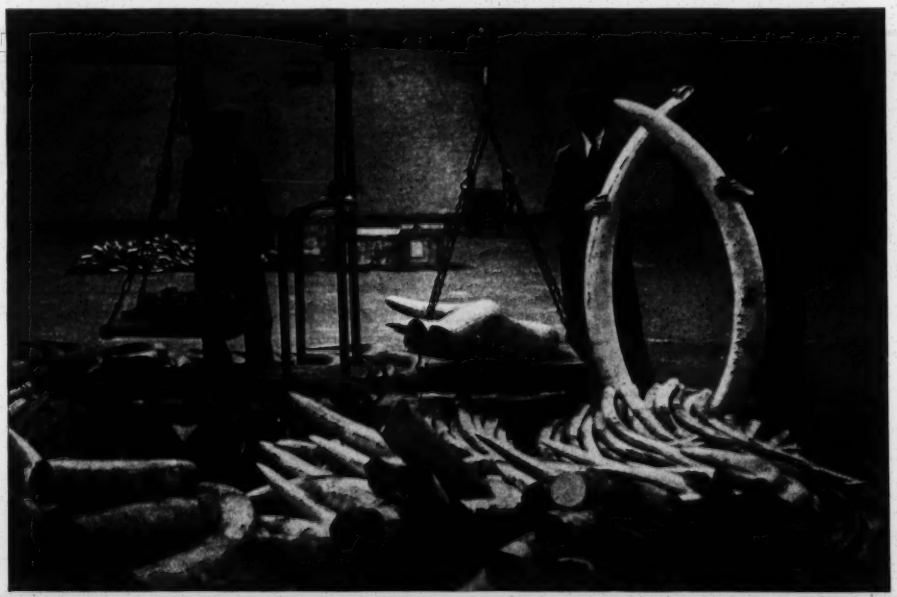
Contents for Week of March 14, 1938. Vol. XVII. No. 5.

1. Formosa, Japan's "Beautiful Isle," Is Both Flowery and Fierce
2. Men on Ice for Nine Months: Russians' Polar Camp Record
3. Mazatlán Has Strategic Importance as Well as Beauty
4. The World Pours Food into London Port
5. War over Wives Touches Darwin, Australia



Photograph by B. Anthony Stewart

TO "SHOES AND SHIPS AND SEALING WAX, AND CABBAGES" ADD TUSKS

Lewis Carroll's classic miscellany could get some queer additions from the warehouses which receive the cargoes of London's shipping. Tortoise shell, opium, apples, resinous "dragon's blood," ambergris, and monkey skin are on the list. Elephant tusks are shipped in from Zanzibar, Egypt, India, Sudan, and West Africa to meet the London ivory market's demand for billiard balls and delicate carvings. Light creamy tusks are from animals freshly killed; wood-brown spikes may have been dug up where a mastodon fell, two thousand years ago, into the Siberian snow fields. They are weighed and sorted as to quality (finest ivory is from female elephants) and piled neatly, all curving in the same direction, like spoons. Other forms of ivory found here are rhinoceros horns, hippopotamus teeth, and boars' tusks (Bulletin No. 4).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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General Headquarters, Washington, D. C.

Formosa, Japan's "Beautiful Isle," Is Both Flowery and Fierce

CIVILIZATION has a new and sinister meaning on Formosa now. Last month a dozen Chinese bombing planes extended the terrors of modern warfare, already so familiar in China, to Japan's island colony of camphor, butterfly orchids, and head-hunting. Thus Formosa became the first part of the Japanese Empire to experience an air raid.

This southernmost spot under the Rising Sun is within easy reach of China, of which it was a part until ceded to Japan as a war indemnity in 1895. It lies about 90 miles east of the Chinese mainland, within a day's boat ride of Hong Kong. Japan is at least four times as distant; the port of Kobe is 900 miles northeast.

Taiwan Replacing Portuguese Name of Formosa

The United States, a whole Pacific away, nevertheless has a mild next-door-neighborly curiosity about Formosa, which is immediately north of the Philippine Islands and similar to them in some ways.

From the air Formosa appears to float on the blue Pacific like a rose leaf, marked down the center with a mainrib of mountains, its tip turned toward Japan and the stem pointing down to the Philippines. It is less than 100 miles wide and only two and a half times as long. In area, however, with 13,889 square miles, it slightly exceeds the State of Maryland, with four times the population of that State.

Taiwan, a name meaning "terraced bay" and previously applied to the port of Anping, has been adopted as the island's title under Japanese sponsorship. The change has not yet entirely ousted the name of Formosa. This has lasted since land-hungry Portuguese sailors in 1590 sighted snow-tipped purple peaks rising beyond its green plains, and called it "Ilha formosa," the beautiful isle.

On closer approach, however, Europeans found the beauty barbed. Hopeful traders from Spain and the Netherlands settled there while the Pilgrims were making their way into New England. Hostile natives and invading pirates drove them out. Both Chinese and Japanese pirates made the island their lair.

Electrified Barbed Wire Holds Head-Hunters at Bay

Deadliest of all dangers were the aboriginals, whose tribal code called for head-hunting as proof of manhood. Bamboo racks airing scores of skulls have long been monuments to the valor of a village. These grisly proofs of the murder of rival warriors explain why men used to be outnumbered by women in native groups.

Barbed wire, further fortified with electricity, now keeps them in their place. Japanese efforts to subdue head-hunting have pushed the savages farther and farther into Formosa's mountainous interior. A track cleared of underbrush and in many places barbed with wire constitutes the famous Guard Line by which Japanese authority marks the limits of head-hunters' trespassing on civilization.

The Savage Territory is being pushed back year by year, because it contains most of the valuable forests which cover two-thirds of Formosa. Tall Japanese cedars and towering spruces are among the woody wealth, and the *benihi* tree giant which ranks second in size only to the sequoias of California. Most valuable of them all is the rich growth of camphor forest, most extensive in the world.

At almost the center of the island rises Mt. Morrison, now called by the Japanese title of Niitakayama, which is the highest peak on the island and in the mountainous Japanese Empire as well (13,075 feet).

From the mountain midrib, Formosa drops eastward into the Pacific, with

UMI

Photograph by Maynard Owen Williams

NEAREST POLAR NEIGHBORS OF THE RUSSIAN EXPLORERS WERE THE GREENLAND ESKIMOS

Eskimos on the upper part of Greenland know much about the polar ice pack which the Russian explorers have been occupying and studying. Ice in pack and berg keeps their harbors blocked most of the time. Icy weather demands constant repair of clothing. Mrs. Koo-e-tig-e-to is sewing up a "run" in a skin stocking, meanwhile using her teeth to hold and bite it into shape. The teeth also soften the sealskin for the needle. The stocking is her husband's, for her own would be much longer; her hip boots are high enough to appear in the lower part of the picture. The thimble on her right forefinger and the ring on her left hand are not typically Greenland articles; they were brought up by the MacMillan Arctic Expedition (Bulletin No. 2).

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Men on Ice for Nine Months: Russians' Polar Camp Record

ONLY two days less than nine months of making their home on Polar ice was the record of four Soviet scientists and their dog Jolly picked up off the coast of Greenland last month. These temporary inhabitants of the ice floes were Eugene Federoff, Peter Shirshoff, and Ernest Krenkel, under the leadership of Ivan Papanin. They had been planted on May 21, 1937, as a colony at the North Pole, but their icy camp drifted off and finally melted away beneath them.

Possibly 1,550 miles of free ride on their ice raft is a preliminary estimate of the floating expedition's travels. Their slow southwesterly meanderings from the Pole brought them to rescue near Scoresby Sound on the east coast of Greenland.

One Day, One Night per Year at North Pole

The restlessness of their ice camp kept the scientists from their original project of inhabiting the North Pole for a year. Instead, they gathered data on ocean currents, weather trends, and magnetic disturbances south of the Pole. Their exploration of Arctic waters and weather is a step in Soviet Russia's conquest of her own territory within the Arctic Circle, of which she has a larger area than any other country. To make those frozen miles productive during the brief summer, and to make them accessible by means of Siberian seas and mighty half-ice-locked rivers, more information is needed to guide sailors and settlers.

All other nations, however, with interests in northern shipping and flying, or even with just a curiosity about whether there will be clear weather next Sunday, have been watching the progress of their observations. Their daily reports have come by way of Moscow to the U. S. Weather Bureau in Washington, D. C.

When the scientists settled down in a fur-lined hut, a mere black dot in the white ice fields of the Polar basin, the nearest land was two and a half miles away—directly beneath them. Their sounding line indicated a depth of 14,070 feet in the Arctic Ocean at the Pole. This "land," as sea bottom samples revealed, was greenish-gray silt. The surface, however, was all dazzling white snow, broken only by dark cracks between ice floes. The lifeless landscape showed no natives except glimpses of a snow bird and later a single guillemot.

The dazzling white by September faded into darkness, as the Arctic night blotted out the sun. The stars took up their six months' constant duty, brightened occasionally by the aurora borealis. For the Polar colony could expect the year to have only a single night and a single day, each lasting technically six months, with stages of completeness which in shorter days would be called "twilight."

No Icebergs in the Arctic Ocean

With no earthly landmarks to give them the illusion of traveling, the scientists measured their drift by sighting the stars. They found themselves caught in the current which swirls clockwise around the Polar basin and pours down past the east coast of Greenland, its course describing a gigantic question mark. The waters of this sluggish but irresistible whirlpool pour into the Arctic Ocean mainly from the Mackenzie River of Canada and Siberia's snow-swollen giants of the north bearing such unfamiliar names as Kolima, Lena, Ob, Khatanga, and Yenisei.

Viking adventurers, the first to test the dangers of Arctic exploration, spoke in awe of vast quantities of ice "so flat that it looks as if it were frozen on the sea itself." The Polar ice pans, in defiance of salt water's resistance to freezing, are

UMI

sheer coastal cliffs among the most forbidding in the world. The westward slope, on the other hand, spreads into rich plains green with rice paddies and sugar cane, dotted with neat villages of Chinese farmers. Sugar and rice are the island's most valuable exports. Tea plantations produce the Oolong brands of delicate flavor, shipped away in boxes with lead linings to preserve the aroma for foreign tea-cups.

The capital, Taihoku, at the northern tip, is a well-kept city of a quarter-million inhabitants. One of the busiest stretches of Formosa's 900 miles of railroad is the run to the capital from Keelung, ancient Spanish town which is now the island's best port, and reputed one of "the rainiest cities in the world." Feathery bamboo groves, tree ferns, and scarlet hibiscus flowers indicate the semi-tropical climate of the island.

A Chinese miner from California in 1890 struck it rich, when he found the richest Formosan gold mine. Silver, copper, coal, and sulphur also occur.

Note: Additional Formosa material may be consulted in "Formosa, The Beautiful," *National Geographic Magazine*, March, 1920; and "Geography of Medicine," September, 1917.

See also in the GEOGRAPHIC NEWS BULLETINS: "Earthquake-Riddled Formosa, Island of Headhunters and Camphor," week of May 13, 1935.

Bulletin No. 1, March 14, 1938.

Photograph by the official photographer of the Government of Taiwan Camphor Department

COSTUMED TO MAKE YOU LOSE YOUR HEAD

Natives of Formosa are classified as "ripe" or "raw," to distinguish those who accept the laws of civilization from the unsubdued savages who still cling to such practices as head-hunting as the basis of their tribal organization. There are three tribes which settle arguments, initiate youths into manhood, and arrange marriages by counting heads of victims brought back from hunts. The head-hunting chief who posed for this picture with his wife demonstrates his weapon and his costume for a raid, with helmet to prevent losing his own head.

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Mazatlán Has Strategic Importance as Well as Beauty

NEWS dispatches from Mexico, D. F., reported last month that Japan was interested in deepening and modernizing Mexico's west coast port of Mazatlán. Although officially denied, the reports were of especial interest to the United States and to Central America, because Mazatlán is almost half-way between the northern and southern boundaries of Mexico. Its island-guarded harbor, already one of Mexico's busiest, needs only dredging to make it one of the best on the Pacific coast south of the United States.

Lying just south of the Tropic of Cancer, Mazatlán in recent years has attracted an increasing flow of visitors as a health resort and as a mecca for deep-sea fishermen from California, Arizona, the Mexican capital, and Guadalajara. With all these places Mazatlán is connected by rail and air, while its harbor is a port-of-call for several steamship lines plying up and down the coast.

Scenery Resembles That of Riviera

The air distance of the Mexican port from the United States west coast metropolis of Los Angeles is only about 1,000 miles, with 9½ hours of actual flying time, and service three times a week.

Experienced travelers have compared its rocky coves, green islets, curving peninsulas, blue sea, waving palms, tile-roofed houses of pastel shades of blue, brown, and pink, and its backdrop of purple mountain ranges to similar idyllic scenery along the French or the Italian Riviera. Early Spanish settlers gave Mazatlán a continental flavor. For many years Mazatlán was the chief American port of entry for treasure galleons from the Orient. In some of its homes can still be found priceless heirlooms brought back from Canton and Manila by daring Spanish sea captains, while legends of buried treasure have pockmarked the sides of sun-baked Telegraph Hill with the tunnels of fortune seekers.

The city itself is situated near the end of a peninsula that juts out so sharply from the Sinaloa coast that trains on the Southern Pacific of Mexico must be backed into the station on a spur track. Because Mazatlán is almost surrounded by water, its tropical climate is tempered by sea breezes at all seasons of the year.

Dinner Comes Late in the Cool of the Evening

The peninsula tapers off at its southern end in a lighthouse-crowned hill, which is connected with two outlying islands by causeways. These, and a breakwater, shelter the harbor from west coast storms, but, owing to a lack of dredged channels, large steamers must still anchor outside. Until recently Mazatlán was a regular stop for New York-California ships of the Grace Line.

On the opposite shore of the peninsula from the harbor, and facing the open Pacific, a boulevard and promenade curve around half-moon-shaped Olas Altas Bay. Here some of the consulates and the best homes and hotels in the city look down on bathers shouting in the surf, and on scores of strollers, who every evening walk along the sea wall and watch the sun drop into the Pacific. Dinner hour is fashionably late in Mazatlán—if you come down to the dining room before 9.30 p.m. you may have to dine alone!

The winding boulevard that clings to Mazatlán's rocky sea cliffs is one of the most picturesque drives in Mexico. From the lofty lighthouse hill, with its lantern more than 500 feet above the sea, it swings down around Olas Altas Bay, encircles

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truly frozen sea water. The salt content has been sufficiently reduced by melting snow, fresh water rivers, and lack of evaporation. Icebergs, which are born of land glaciers, are not seen in the Arctic's icy heart; they join the flat ice floes off the coast of Greenland.

The ice-armor of the Arctic Ocean slides almost intact down through the ocean's main outlet, the Greenland Sea, until it is touched by a warm finger of the Atlantic. This warm stream, the Irminger current, is poured up from the south upon Iceland and flows around that island's west coast to crack the spell of the frozen Arctic drift. The softening influence of this current is a lifesaver for whalers or northern navigators caught in the drift, but it meant grave danger to the Soviet scientists whose camp it reduced to cracked ice.

Note: For additional material about Polar ice floes, see "Flying Around the North Atlantic," *National Geographic Magazine*, September, 1934; "Navigating the *Norge* (Airship) from Rome to the North Pole and Beyond," August, 1927; and "First Flight to the North Pole," September, 1926.

The drifting course of the Polar ice camp can be traced on The Society's Map of the Arctic Regions, copies of which can be obtained from The Society's Washington, D. C., headquarters at 50c each (paper).

Bulletin No. 2, March 14, 1938.

Photograph from General Umberto Nobile

THE FLOATING ICE CAP ON TOP OF THE WORLD IS CRACKED AND ROUGH

Pressure ridges make the ice pack rough and irregular. Sometimes the ridges are high enough to catch the wind like sails, and change the direction of drift from the course of the water currents to the direction of the prevailing wind. Cracks splitting the broad expanses of ice pans increase as the ice floats southward. The Russian explorers' original spacious ice pan finally cracked into an "ice cube" about the size of a tennis court. This photograph was made from the dirigible *Norge*, which flew over the North Pole on the Amundsen-Ellsworth-Nobile Expedition in 1926.

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The World Pours Food into London Port

WHEN the steamer *Frumenton* entered the Port of London recently with nearly 11,000 tons of grain from Capetown, it was hailed as the "largest freight of maize (Indian corn) to be shipped in one vessel from South Africa." A food cargo classified as "largest" of any kind in the Port of London is news, for foodstuffs are of vital interest to that great shipping center.

The island kingdom depends on overseas imports for most of its provisions. In peace or war, sea lanes must be kept clear to feed millions. The problem of food, as 1938 speeds up the world-wide anvil chorus of munitions manufacture, ranks in England along with an armaments bill of an estimated billion and a half dollars. The Port of London is a keystone in British defense, because to bombs, bullets, and battleships it adds that even more basic ammunition—bread.

The *Frumenton's* cargo is typical of England's purchases of wheat from five continents, with Canada, Australia, and Argentina as chief sources. In one recent year imported grains, including barley, oats, and corn, totaled more than two million tons, of which nearly a million and a half were wheat.

Grains Once Exported from England Instead of Imported

Such astronomical figures show how England's food demands have increased. Almost negligible quantities of wheat (which, along with other small grains, the English call "corn") satisfied importers only a couple of centuries ago; in fact, small grains at one time were actually the island's leading export. Laws to regulate the handling of "corn" in those earlier days went into amusing details of small-scale distribution. One, passed during the reign of Queen Elizabeth, decreed against young bachelors as corn dealers by requiring that such merchants "must be householders, not under 30 years of age, and either married or widowers."

The Port of London today must be prepared to receive a never-ending stream of foodstuffs cargoes, ranging from Australian mutton to Jamaica bananas, from Persian dates to Brazilian coffee. There are facilities in sheds and warehouses to swallow a million tons of food at one time. As custodians of this huge larder, the Port of London Authority acts as middleman, weighing, grading, and sorting various commodities; also in the interests of sanitation and quality, it maintains a busy corps of inspectors and laboratory experts.

There are tall angular cranes and mechanical carriers for handling unwieldy or odd-shaped packages, giant chutes for flowing rivers of grain, cold storage plants, and underground wine vaults whose temperature is carefully regulated to preserve rare and precious vintages from distant lands.

Cinnamon Comes in "Quills" Like Dried Sticks

In warehouses exuding the faint, sweetish odor of an old apothecary shop are stored spices from Ceylon, the Netherlands Indies, Zanzibar, and Malaya. Here come bales of cinnamon in the form of "quills" like dried sticks, nutmegs packed in containers labeled "Singapore boxes," and literally tons of pepper. London Dock alone handles a thousand tons of pepper annually (a lot of sneezes in any country).

Seventy per cent of the country's meat imports (representing some 700,000 tons) are landed at London each year. Much of this meat supply is sold to London retail butchers, for England's capital offers Customer-Market-Number-One right on the doorstep. The rest is shipped direct from refrigerated vessels to all parts of the Kingdom, or, if not needed immediately, is put away in the docks' cold storage.

Although a lavish buyer now of the world's farm products, John Bull naturally favors trade with his own Dominions and Colonies, and has nursed to maturity many a once-infant-commodity business in some distant part of the Empire.

Holds of snub-nosed British merchant ships disgorge a steady flood of such varied items as butter, cheese, and apples from New Zealand; rum and sugar from Barbados; grapefruit and molasses from the West Indies; onions from Egypt; coffee from Kenya; tea, pineapples, cocoa, coconuts, from India, and the Straits Settlements.

Beefsteaks from Far Argentina

Labeled with the strange characters of foreign tongues come also cargoes postmarked anywhere from Kirghiz of Soviet Russia to Pernambuco, Brazil. There are Argentine beefsteaks; Greek currants; and fresh fruit and vegetables, brandies and wines, from France, Spain, and Portugal. Italy offers olive oil and canned goods, and from North American ports still more

Telegraph Hill and continues on to the palm-fringed Old Port, where fishermen mend their nets and shore birds flock to escape northern winters.

Most of Mazatlán's wealth comes from the surrounding hinterland. Mines in the mountains ship gold and silver here for export by rail or steamer. Up and down the coast large *haciendas* (plantations) raise sugar cane, tobacco, oranges, grapefruit, and vegetables. In the lagoons and tangled mangrove swamps nearby, Indians hunt the alligator for his nubbly hide, which they cure and make into pocketbooks, belts and curios for tourists.

One of Mazatlán's sights is a peculiar two-wheeled, horse-drawn cab, called an *araña* (spider), which is so cheap that natives hire one by the hour for shopping and visitors engage them for extended drives along the shore boulevard or to the beaches.

Deep-sea fishermen find, not far offshore, such game fish as tuna, yellow tail, sailfish, Spanish mackerel, and swordfish. One of the local oddities is the *gallo* (rooster fish), so named because it has a streamer like a rooster's tail feather floating from the forward fin. Several little coconut isles off the coast offer shelter to fishing parties from sudden storms.

Note: Additional views of Mazatlán are to be found in "Adventures in Color on Mexico's West Coast" (color insert), July, 1930; and "Adventuring Down the West Coast of Mexico," November, 1922.

Mazatlán may be located on The Society's Map of Mexico, Central America, and the West Indies, issued as a supplement with the December, 1934, *National Geographic Magazine*. Copies may be had at 50c (paper) and 75c (linen).

Bulletin No. 3, March 14, 1938.

Photograph by Clifton Adams

SUGAR LOAF ISLANDS GUARD THE BLUE HARBOR OF MAZATLÁN

From Telegraph Hill, Mazatlán, with its low houses of many hues and flowered patios, appears to be the typical tropical port of romantic fiction. Yet it is also one of Mexico's busiest and most enterprising cities. Express trains and regular air service connect it with the United States and the Valley of Mexico. Bullion from nearby gold and silver mines is flown to Mazatlán by private planes for transshipment by rail, air or steamer. As a resort it is attracting an increasing flow of visitors seeking a mild climate or sport with rod and reel off its coast.

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War over Wives Touches Darwin, Australia

"COME on in! The fighting's fine!" is the burden of messages carved on sticks and forwarded to black aboriginals living in Darwin, only important port of Australia's lonely north coast. The messages were sent to recruit young blacks for a typical wife-war going on in their native island of Bathurst, 50 miles from Darwin.

Such quiet little conflicts without headlines get under way whenever a man steals a new wife from a rival tribal group. The island population line up in opposing camps, presenting a modern highly colored version of the Trojan war over kidnapped Helen of Troy. Warriors sharpen their spears, don ferocious-looking "uniforms" of red and yellow war paint, and settle down to several months of feuding (illustration, next page).

White Ant Is Principal Enemy

Native battles cannot be ignored in Darwin, where aboriginals and half-castes from black to caramel occupy a special compound—a section apart from the rest of the town. They make up a large part of the town's population of 2,000. Many of the others are Chinese, and the balance includes cattlemen, civil servants, miners, and a few buffalo shooters.

Although the "city" could stand many modern improvements, it is taking its place as Australia's northern gateway. It is soon to be rebuilt as a strategic base for the British Navy and the Royal Australian Air Force.

Rising on a bluff, high above the sea, Darwin is set amid and adorned with tropical floral beauty that causes the flower lover, at least, to forget the terrific heat. The town is approached from the sapphire blue waters of Clarence Strait by a winding road flanked with feathery bamboo groves. Scarlet poincianas, pink and white frangipani, canary yellow clusters of cascara and vivid purple bougainvillea lend a gay aspect to the streets and thwart the torrid rays of Old Sol.

The scourge of Darwin is the white ant. The insect is so determined in its destruction that houses must be built on high piles of ironwood which it cannot destroy. Each pile is capped with an inverted saucer-shaped metal plate to prevent the ant from reaching the timber of the building above.

On "Ship Day" All Darwin Turns Out

The blacks of Darwin like the movies, and the motion picture is their social center, particularly on Saturday night. On this night of nights, men don white suits and even wear ties, and women adorn themselves in gay summery dresses. Their spendthrift habits lead them to the wheelbarrows of Chinese chocolate venders or to the red glow of braziers where other venders dispense hotly flavored spiced meats.

In Darwin's only movie house, each rank of society sits in its appointed place. Business people have the choice seats. Cowboy pictures appeal most to the black men in the audience, who hoot the villain, and cheer the hero in true roadside theater fashion.

Darwin also enjoys horse-racing. The center of the race course is so full of scrubby growth that the jockeys' heads are invisible on the far side of the track from the rustic grandstand, and officials have to be posted all the way round the oval to supervise a race.

Cricket and football are popular sports. For the hunters there are wallabies,

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canned goods, fruit, fish and grain. From China and Japan, among other shipments, come soya beans and rice—and, of course, tea by the shipload; for tea has played an important part in the story of England's sea-born trade, from sail to steam, over a period of nearly 300 years.

There are even exotic delicacies for the animal and bird residents of the London Zoo, as well as for individual pets. These include imports of ants' eggs shipped from Baltic ports for the delight of parlor goldfish, and dried flies from Mexican swamplands, which, mixed with seeds, provide food for caged birds.

Note: Additional photographs of the Port of London and other phases of London life are presented in "Along London's Coronation Route," *National Geographic Magazine*, May, 1937; "As London Toils and Spins," January, 1937; "Great Britain on Parade," August, 1935; "Vagabonding in England," March, 1934; "Some Forgotten Corners of London," February, 1932; "Highlights of London Town" (color insert), May, 1929; and "London from a Bus Top," May, 1926.

See also in the GEOGRAPHIC NEWS BULLETINS: "Covent Garden Market: London's Flower, Vegetable, and Fruit Basket," week of December 13, 1937; and "Westminster Abbey Resumes Its Lure for Sightseers," week of November 29, 1937.

Bulletin No. 4, March 14, 1938.

Photograph from Port of London Authority

LONDON SHELTERS SHIPS FROM TIDE IN THE WORLD'S GREATEST "WET DOCK" SYSTEM

The Atlantic tide reaches more than 40 miles from the sea, up the Thames beyond London to Teddington (Tide-end-town), and twice daily lifts the water level, for instance, at London Bridge 15-22 feet. To prevent ships that are loading or unloading at docks from rising and falling with the tide, locks and dock basins keep the water at a constant level. The King George V Dock (left) and the Victoria and Albert Docks linked by a passage (right) are typical of London's enclosed dock water, surrounded with solid blocks of warehouses, lined with railways and roads. The Albert Dock has a cold storage warehouse also for frozen meat.

wild ducks, and wild geese in amazing numbers within a few miles of the town. Crocodiles, too, lie in nearby creeks for the big game hunter.

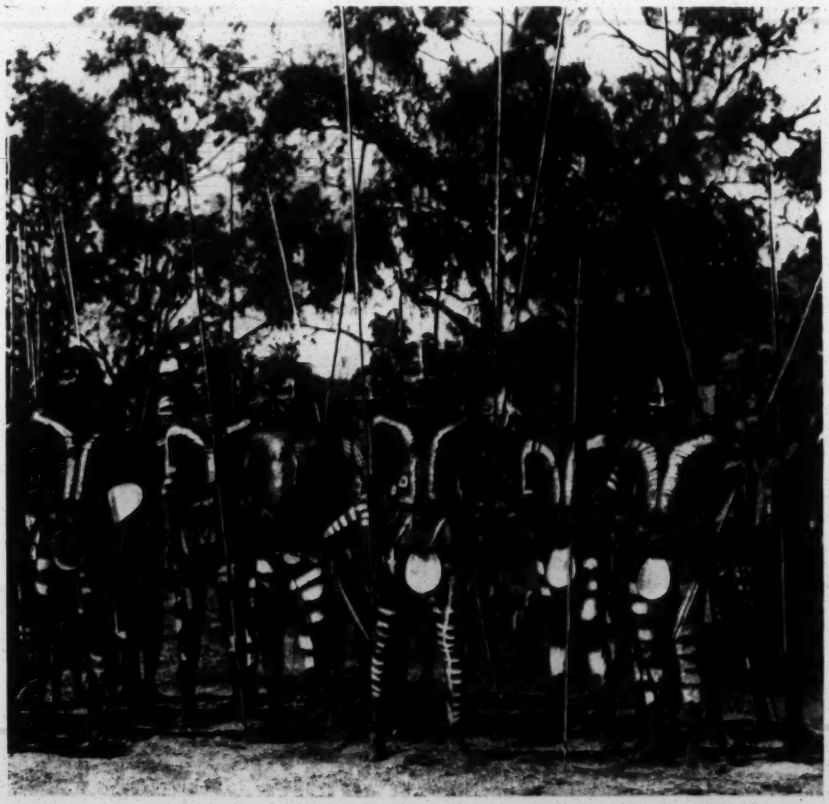
Once a month Darwin's ship comes in. A boat from the south ties up for a day or two at the long jetty and provides the town with a social occasion and household larders with such luxuries as fresh fruit, green vegetables, and crayfish. When the ship sails, all Darwin, dressed in its best, bids it farewell. A few days later, housewives are back to beef and potatoes.

Although Australia's north coast was discovered by the Dutch in 1623, two centuries elapsed before Darwin took shape. Today it is a terminal point of the Overland Telegraph from the busy Australian southland, and also of two cables to Java, which connect with Europe and America.

Note: References to, and additional views of, Northern Australia can be found in "Capital Cities of Australia," *National Geographic Magazine*, December, 1935; "Australia's Wild Wonderland," March, 1924; "From London to Australia by Aeroplane," March, 1921; and "Lonely Australia, The Unique Continent," December, 1916.

Darwin may be located at the upper right-hand corner of the western half of the Map of Australia, which appears on pages 672 and 673 of *The Geographic* for December, 1935.

Bulletin No. 5, March 14, 1938.



Photograph by William Jackson

THEY ARM THEMSELVES WITH A COAT OF PAINT

White clay substitutes for armor among the aboriginals of northern and western Australia, with red and yellow ocher as more lurid variations. The war paint patterns resemble somewhat the decorations on American Indians, which meant trouble for early settlers of the United States. The Australians' usual weapon is a pointed spear, sometimes 14 feet long. Most of the warriors carry also the murderous crescent of the boomerang, the curved club which, if it misses its mark, flies back to the sender to be thrown again.

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